

City of Huntington Beach

Circulation Element Update

Environmental Impact Report *Volume III*

SCH 2009071117

EIR 2009-001

November 2012



Hogle-Ireland



Hogle-Ireland, Inc.

1500 Iowa Avenue, Suite 110
Riverside, CA 92507

Huntington Beach
Circulation Element Update
Environmental Impact Report
Volume III - Final

SCH 2009071117
November 2012

City of Huntington Beach

This document is designed for double-sided printing to conserve natural resources

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1 Introduction

This Final Environmental Impact Report (FEIR) has been prepared to comply with Sections 15089 and 15132 of the State CEQA Guidelines. As noted in §15089 (b) of the Guidelines, the focus of a FEIR should be on responses to comments on the Draft Environmental Impact Report (DEIR). Accordingly, this document incorporates the Huntington Beach Circulation Element Update DEIR, Volumes I through II (State Clearinghouse No. 2009071117) by reference, in its entirety. The DEIR is available for review at the City of Huntington Beach, Planning and Building Department, 3rd Floor, 2000 Main Street, Huntington Beach, California, and on the City's web site (<http://www.surfcity-hb.org/Government/Departments/Planning/Environmentalreports.cfm>). The contents of this FEIR include:

Section 1: Introduction

Section 2: Responses to Comments

The City published a Notice of Availability and circulated a DEIR for public review and comment, for the period of August 2, 2012 through September 17, 2012. A total of eight different pieces of correspondences were submitted to the City during the review period. This section includes a list of all correspondence submitted to the City of Huntington Beach, each identified by a letter for later reference, together with the authors and the dates the letters were issued. Following this list, all of the letters are presented, with numbered brackets to highlight specific comments that are responded to in the next section.

Review of Environmental Documents

Section 15204 of the California Environmental Quality Act (CEQA) Guidelines provides guidance to the public in reviewing CEQA documents. This section is designed not to limit the scope of comments that can be submitted by the public but to focus comments on issues that are substantive to the environmental analysis. Commenting entities should focus on the adequacy of the document in identifying and analyzing impacts to the environment and identify any areas they believe to be inadequate. The guidance indicates that comments should be submitted in a manner that:

- Identifies a specific environmental effect
- Supports the effect and its significance with substantial evidence

Comments should include alternatives or mitigation measures to avoid or reduce identified, specific environmental effects. This section reiterates that the lead agency is bound by "reasonableness" and "good faith" in its analysis and that the lead agency is not required to respond to comments in the FEIR that do not identify significant environmental issues.

Each response provided herein is coded to correspond to the individual comment/author and each of the bracketed comments in that letter. A summary

table is included with each response to identify if the response introduces “new significant information” under any of the four categories identified in Section 15088 et seq of the CEQA Guidelines.

Evaluation of Comments

Section 15088 et seq of the State CEQA Guidelines provides guidance on the evaluation and response to comments received during circulation of the DEIR. To summarize:

- The lead agency must evaluate all comments received during the public review period and prepare a written response to comments on significant environmental issues
- The lead agency must provide the response to the commenting entity at least ten days prior to certification of the EIR
- The response must:
 - Identify any significant environmental issues raised in the comment
 - Explain, if necessary, why any recommendations provided in the comment were not accepted
 - Be supported by reasoned analysis
- Responses may be provided as direct revisions to the DEIR or as a separate section of the FEIR with marginal notes in the DEIR text indicated that it was subsequently revised

A lead agency is required to recirculate the DEIR if “significant new information” is introduced during the public comment period. “Significant new information” includes:

1. New significant impacts
2. Substantial increases in the severity of impacts
3. Feasible alternatives or mitigation that would reduce significant impacts
4. Identification of inadequacies in the analysis

Recirculation is *not* required when new information is not significant, this includes:

- Revisions that clarify or amplify an adequate analysis
- Insignificant modifications (such as spelling and grammar corrections)

Section 3: Errata

This section identifies revisions to the DEIR to incorporate clarifications developed in response to comments on the DEIR. Additions to the text are underlined and deletions have been stricken through. No substantial revisions were made to the DEIR and recirculation of the document is not required pursuant to CEQA.

Section 4: Notices and Distributions

This consists of notices concerning the release of the Draft EIR for public review and comment, and the list of agencies, groups and individuals who were sent notices and/or a copy of the Draft EIR.

2 Responses to Comments

The Draft Environmental Impact Report (DEIR) was circulated for a 45-day public review and comment period, beginning August 2, 2012 and ending September 17, 2012. Correspondence was received from several agencies and the public during this time period.

The correspondence listed in Table 1 (DEIR Comments) was submitted to the City of Huntington Beach concerning the DEIR. Written responses to each comment are subsequently provided. The following responses to comments include a summary to identify if the response will introduce “new significant information” under any of the four categories identified in Section 15088 et seq of the California Environmental Quality Act (CEQA) Guidelines or if it does not introduce “new significant information”. The four general categories are:

1. New significant impacts
2. Substantial increases in the severity of impacts
3. Feasible alternatives or mitigation that would reduce significant impacts
4. Identification of inadequacies in the analysis

Table 1
DEIR Comments

ID	Commenting Agency	Date
A	California Public Utilities Commission	08/10/12
B	Native American Heritage Commission	08/10/12
C	Orange County Sanitation District	09/05/12
D	Orange County Transportation Authority	09/12/12
E	California Department of Transportation	09/13/12
F	Sharon Causer	09/15/12
G	City of Newport Beach	09/17/12
H	Ocean View School District	09/17/12

Comment A – California Public Utilities Commissions

STATE OF CALIFORNIA

Letter A

Edmund G. Brown Jr., Governor

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



August 10, 2012

Ricky Ramos
City of Huntington Beach
2000 Main Street, 3rd Floor
Huntington Beach, CA 92648

Dear Mr. Ramos:

Re: SCH# 2009071117; General Plan Circulation Element Update

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Draft Environmental Impact Report (DEIR)* from the State Clearinghouse for the proposed City of Huntington Beach (City) General Plan Circulation Element Update.

RCES recommends that the City add language to the General Plan Update so that any future development adjacent to or near the shared railroad/light rail right-of-way is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way and compliance with the Americans with Disabilities Act.

Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad right-of-way.

If you have any questions, please contact Ken Chiang, Utilities Engineer at (213) 576-7076 or ykc@cpuc.ca.gov, or me at (213) 576-7078 or rxm@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Rosa Muñoz".

Rosa Muñoz, PE
Senior Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division


C: State Clearinghouse

1

Response A – California Public Utilities Commission

A1. This comment identifies a list of potential mitigation measures that can be applied to improvements near railroad right-of-ways. The City will consider all feasible mitigation during the design of future roadway improvements. *This response does not identify any new information.*

Comment B – Native American Heritage Commission

<p>STATE OF CALIFORNIA</p> <p>NATIVE AMERICAN HERITAGE COMMISSION 915 CAPITOL MALL, ROOM 364 SACRAMENTO, CA 95814 (916) 653-6251 Fax (916) 657-5390 Web Site www.nahc.ca.gov ds_nahc@pacbell.net</p>	<p>Letter B</p> <p>Edmund G. Brown, Jr., Governor</p> <p>RECEIVED AUG 16 2012 Dept. of Planning & Building</p> <p>August 10, 2012</p>	
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Mr. Ricky Ramos, Senior Planner
City of Huntington Beach
2000 Main Street, Third Floor
Huntington Beach, CA 92648

Re: SCH#2009071117 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the "General Plan Circulation Plan Update Project;" located in the City of Huntington Beach; San Diego County, California.

Dear Mr. Ramos:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9. This project is also subject to California Government Code Section 65352.3 *et seq.* This project is also subject to California Government Code Section 65352.3 *et seq.* This project is also subject to California Government Code Section 65352.3 *et seq.*

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC recommends that the lead agency request that the NAHC do a Sacred Lands File search as part of the careful planning for the proposed project. This area is known to the NAHC to be very culturally sensitive.

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

1

2

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

3

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq.*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

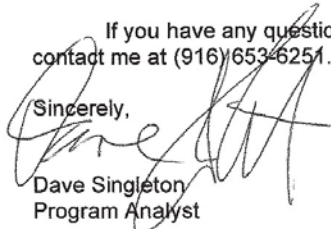
2

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

4

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

3

Native American Contact
Orange County
August 10, 2012

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net
(909) 262-9351 - cell

Juaneno Band of Mission Indians Acjachemen Nation
David Belardes, Chairperson
32161 Avenida Los Amigos Juaneno
San Juan Capistrano CA 92675 m
chiefdavidbelardes@yahoo.
(949) 493-4933 - home
(949) 293-8522

Juaneno Band of Mission Indians Acjachemen Nation
Anthony Rivera, Chairman
31411-A La Matanza Street Juaneno
San Juan Capistrano CA 92675-2674
arivera@juaneno.com
(949) 488-3484
(949) 488-3294 - FAX
(530) 354-5876 - cell

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Juaneno Band of Mission Indians
Alfred Cruz, Cultural Resources Coordinator
P.O. Box 25628 Juaneno
Santa Ana , CA 92799
alfredgcruz@sbcglobal.net
714-998-0721
714-998-0721 - FAX
714-321-1944 - cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009071117; CEQA Notice of Completion; draft Environmental Impact Report for the General Plan Circulation Element Update; located in the City of Huntington Beach; Orange County, California.

Native American Contact

Orange County
August 10, 2012

Juaneno Band of Mission Indians
Anita Espinoza
1740 Concerto Drive Juaneno
Anaheim, CA 92807
neta777@sbcglobal.net
(714) 779-8832

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Pk East #1500 Gabrielino
Los Angeles, CA 90067
lcandelaria1@gabrielinoTribe.org
626-676-1184- cell
(310) 587-0170 - FAX

United Coalition to Protect Panhe (UCPP)
Rebecca Robles
119 Avenida San Fernando Juaneno
San Clemente CA 92672
rebroles1@gmail.com
(949) 573-3138

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina, CA 91723
(626) 926-4131
gabrielenoindians@yahoo.
com

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles, CA 90067
(619) 294-6660-work
(310) 428-5690 - cell
(310) 587-0170 - FAX
bacuna1@gabrieinotribe.org

Juaneno Band of Mission Indians Acjachemen Nation
Joyce Perry, Representing Tribal Chairperson
4955 Paseo Segovia Juaneno
Irvine, CA 92612
949-293-8522

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009071117; CEQA Notice of Completion; draft Environmental Impact Report for the General Plan Circulation Element Update; located in the City of Huntington Beach; Orange County, California.

Response B – Native American Heritage Commission

B1. This provides a list of state and federal regulations generally applicable Native America cultural resources. No response is required. *This response does not identify any new information.*

B2. This comment recommends that the City do a Sacred Land File search. The City will evaluate potential impacts to cultural resources on a project-by-project basis pursuant to CEQA as discussed in Section 4.3 of the DEIR and may include a Sacred Lands File search, as applicable. *This response does not identify any new information.*

B3. This comment recommends consultation with local Native American tribes. The City will evaluate potential impacts to cultural resources on a project-by-project basis pursuant to CEQA/NEPA as discussed in Section 4.3 of the DEIR to include tribal consultation, as applicable. *This response does not identify any new information.*

B4. This comment cites Section 15370(a) of the State CEQA Guidelines that favors *avoidance* of cultural resources as mitigation, when possible. The City will comply with all applicable state and federal regulations related to cultural resources, as required, through Mitigation Measure 4.3.A-1. *This response does not identify any new information.*

Comment C – Orange County Sanitation District


<p>Serving:</p> <p>Anaheim</p> <p>Brea</p> <p>Buena Park</p> <p>Cypress</p> <p>Fountain Valley</p> <p>Fullerton</p> <p>Garden Grove</p> <p>Huntington Beach</p> <p>Irvine</p> <p>La Habra</p> <p>La Palma</p> <p>Los Alamitos</p> <p>Newport Beach</p> <p>Orange</p> <p>Placentia</p> <p>Santa Ana</p> <p>Seal Beach</p> <p>Stanton</p> <p>Tustin</p> <p>Villa Park</p> <p>Yorba Linda</p> <p>County of Orange</p> <p>Costa Mesa Sanitary District</p> <p>Midway City Sanitary District</p> <p>Evie Ranch Water District</p>	<p>Letter C</p> <p>Orange County Sanitation District</p> <p>10844 Ellis Avenue, Fountain Valley, CA 92708 (714) 962-2411 www.ocsewers.com</p>
	<p>September 5, 2012</p> <p>Ricky Ramos, Senior Planner City of Huntington Beach Planning and Building Department P.O. Box 190 Huntington Beach, CA 92648</p> <p>RECEIVED SEP 07 2012 Dept. of Planning & Building</p> <p>SUBJECT: Draft Environmental Impact Report for the Huntington Beach Circulation Element Update</p>
	<p>Thank you for the opportunity to review and comment on the Draft Environmental Impact Report for the Huntington Beach (City) Circulation Element Update.</p>
	<p>The purpose of the update is to evaluate the long-term transportation needs of the City and present a comprehensive plan to accommodate those needs.</p>
	<p>The Orange County Sanitation District (OCSD) has a couple of comments:</p>
	<p>1) There are several sewer lines that may need to be protected in place or relocated as a result of any street restoration or improvement. OCSD will need to review the plans for that portion of the work.</p>
	<p>2) Dewatering to any sewer requires a Special Purpose Discharge Permit.</p>
	<p>OCSD staff will need to review/approve the water quality of any discharges and the measures necessary to eliminate materials like sands, silts, and other regulated compounds prior to discharge to the sanitary sewer system.</p>
	<p>Thank you for the opportunity to comment on the proposed development. For planning issues regarding this project, please contact Jim Burror at (714) 593-7335.</p>
	<p><i>Daisy Covarrubias</i></p> <p>Daisy Covarrubias, MPA Senior Staff Analyst</p>
	<p>DA:sa EDMS:003961658/1.8g</p>
	<p>We protect public health and the environment by providing effective wastewater collection, treatment, and recycling.</p>

Response C – Orange County Sanitation District

C1. This comments notes that sewer lines may need to be protected or relocated during future roadway improvements. Any changes to Orange County Sanitation District facilities will be coordinated to ensure facilities are not damaged and that service is not substantially interrupted, consistent with standard City practice. *This response does not identity any new information.*

C2. This comment notes that a Special Purpose Discharge Permit will be required for dewatering to any sewer. The City notes this requirement. *This response does not identity any new information.*

Comment D – Orange County Transportation Authority

	Letter D	RECEIVED
		SEP 17 2012
		Dept. of Planning & Building
AFFILIATED AGENCIES	September 12, 2012	
Orange County Transit District	Mr. Ricky Ramos Senior Planner Planning and Building Department City of Huntington Beach PO Box 190 Huntington Beach, CA 92648	
Local Transportation Authority		
Service Authority for Freeway Emergencies		
Consolidated Transportation Service Agency		
Congestion Management Agency		
Service Authority for Abandoned Vehicles		
	Subject: Draft Environmental Impact Report No. 2009-001 for the Huntington Beach Circulation Element Update	
	Dear Mr. Ramos:	
	The Orange County Transportation Authority (OCTA) has reviewed the above referenced document. The following comments are provided for your consideration:	
	<ul style="list-style-type: none">• Page 3-8 under Circulation Plan, third sentence states, "MPAH is a countywide plan to ensure countywide mobility on the arterial highway and freeway systems." Please delete reference to freeway systems as the Master Plan of Arterial Highways (MPAH) is an arterial highway plan. This comment applies to the entire document, including appendices as well.	1
	<ul style="list-style-type: none">• Page 3-8 under Circulation Plan, fourth sentence, please modify Measure M to Measure M2. This comment applies to the entire document, including appendices as well.	2
	<ul style="list-style-type: none">• Traffic and Transportation, MPAH, page 4-119: If the City of Huntington Beach (City) is considering any potential changes to the Orange County MPAH, the City will need to request an amendment with OCTA. For reference, the following provides an overview of procedures for amending the MPAH (http://www.octa.net/pdf/mpah_guidelines.pdf).	3
	<ul style="list-style-type: none">• Traffic and Transportation, Congestion Management Program, under page 4-122: It is noted that the proposed changes to the Circulation Element will not result in any impacts to the Congestion Management Program. No response required.	
	<ul style="list-style-type: none">• Draft Environmental Impact Report (DEIR) Appendices, Exhibits C, D, E, and F: There seems to be inconsistency between the exhibits in the Draft EIR Appendices. Exhibits C and F do not show the Banning Avenue/19th Street connection at the city limit, while Exhibits D and E illustrates the	4
	Orange County Transportation Authority 550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)	

Mr. Ricky Ramos
September 12, 2012
Page 2

alignment. Please consider updating the exhibits to clearly reflect the changes being proposed to the Circulation Element.

4 cont.

- List the recommended intersection improvements referenced under Table 4.8-10 either graphically or in tabular format.
- Present future 2030 With Proposed General Plan Circulation Element Update ADTs (Average Daily Traffic) graphically.

5

6

If you have any questions or comments, please contact me by phone at (714) 560-5907 or by email at dphu@octa.net.

Sincerely,



Dan Phu
Section Manager, Environmental Programs

Response D – Orange County Transportation Authority

D1. This comment notes that freeways are not part of the Master Plan of Arterial Highways. Page 3-8 of the DEIR was revised to reflect this comment. *This revision does not introduce new information and merely clarifies the analysis.*

D2. This comment notes that generally Measure M should actually reference Measure M2. This is a global change that has been made throughout the DEIR, where applicable. *These revisions do not introduce new information and merely clarify the analysis.*


D3. This comment indicates that an amendment to the Master Plan of Arterial Highways will be required if changes are requested by the City. The Project Description recognizes this requirement. Page 4-104 was revised to reflect this requirement. *This response does not identify any new information.*

D4. This comment identifies inconsistencies in Exhibits C through F of Appendix A (Notice of Preparation and Scoping Materials). These exhibits were circulated as part of the Notice of Preparation in 2009. Revisions to the Circulation Element have occurred since the NOP was circulated and are included in the DEIR. These exhibits cannot be changed because they reflect the record of what was circulated with the Notice of Preparation. However, EIR Exhibit 3-3 has been revised to reflect the proposed arterial highway plan that conforms to the MPAH. EIR Exhibit 3-4 has been revised to identify all proposed MPAH amendments. *This response does not identify any new information.*

D5. This comment requests that intersection improvements referenced on page 4-118 be identified in the DEIR. Table 4.8-10 has been revised to include this information. *This revision does not introduce new information and merely clarifies the analysis and identifies information previously provided in Appendix F (Traffic Study).*

D6. This comment requests an exhibit be included identifying long-term roadway traffic. Exhibit 4.8-5 has been included in the DEIR. *This revision does not introduce new information and merely clarifies the analysis and identifies information previously provided in Appendix F (Traffic Study).*

Comment E – California Department of Transportation

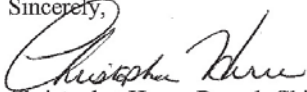
Letter E		
STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY		EDMUND G. BROWN Jr., Governor
DEPARTMENT OF TRANSPORTATION District 12 3347 Michelson Drive, Suite 100 Irvine, CA 92612-8894 Tel: (949) 724-2241 Fax: (949) 724-2592	RECEIVED SEP 17 2012 Dept. of Planning & Building	 <i>Flex your power! Be energy efficient!</i>
September 13, 2012		
Ricky Ramos City of Huntington Beach 2000 Main Street Huntington Beach, California 92648	File: IGR/CEQA SCH#: 2012031065 Log #: 2327A I-405, SR-1, SR-39	
Subject: General Plan Circulation Element Update		
Dear Mr. Ramos,		
Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (EIR) for the City's General Plan Update & Sustainability Action Plan . The City of Huntington Beach is proposing to update the entire Circulation Element, which covers various circulation issues such as regional mobility, roadway circulation, neighborhood traffic management, public transportation, transportation demand management, parking, pedestrian, bicycle and equestrian paths, waterway facilities, and scenic corridors. The nearest State Routes to the planning area are Interstate 405, State Route 1 (Pacific Coast Highway), and State Route 39 (Beach Boulevard).		
The Department of Transportation (Department) is a responsible agency on this project and we have the following comments:		
<ol style="list-style-type: none"> 1. The Department agrees with the Implementation Program CE-25 of the proposed Circulation Element that promotes coordination with Caltrans to establish clear objectives for all projects affecting State facilities within the City that may require new or improved access, new signals or any improvements at or near Pacific Coast Highway, Beach Boulevard, as well as the Interstate 405 intersections at Beach Boulevard and Magnolia Street. 1 2. The Department has interest in working cooperatively to establish a Traffic Impact Fee (TIF) program with the City of Huntington Beach. Local development project applicants would pay their "fair share" to an established fund for future transportation improvements on the State Highway System. Similar to the City's Fair Share Traffic Impact Fee program as described in Chapter 17.65 of the Huntington Beach Municipal Code, it can be amended to include mitigation for the State Highway System or a new TIF program may be considered. The Department requests the opportunity to participate in the City's fair share mitigation process. 3. Noting the Long-Term Level of Service (LOS) for Congestion Management Plan (CMP) Intersections within Huntington Beach as listed in Table 4.8-12 of the EIR, the Department does not consider the CMP significance threshold of an increase in v/c more than 1% for ramps or 3% for mainline appropriate. For analysis of intersections connecting to State facilities, ramps and freeway mainline, we recommend early coordination occur to discuss level of significance thresholds related to traffic and circulation. 2 		
<i>"Caltrans improves mobility across California"</i>		

4. The Circulation Element should also acknowledge the Departments' standard of maintaining a target LOS at the transition between LOS D and LOS E on State highway facilities. For future projects that may impact State facilities, the Department recommends the City continue to work with the Department on thresholds of significance related to all State facilities that experience unacceptable LOS (worse than the operating standard of LOS D).

2 cont.

Please continue to keep us informed of this project and any future developments, which could potentially impact the State Transportation Facilities. If you have any questions or need to contact us, please do not hesitate to call Marlon Regisford at (949) 724-2241.

Sincerely,



Christopher Herre, Branch Chief
Local Development/Intergovernmental Review

C: Scott Morgan, Office of Planning and Research

"Caltrans improves mobility across California"

Response E – California Department of Transportation

E1. These comments recognize that the General Plan supports coordination with Caltrans regarding potential impacts to and the performance objectives of state facilities. These comments request coordination regarding future projects that require new or improved access, new signals, and other improvements and requests the potential establishment of impact fees for state facilities. *No response is required.* However, it should be noted that the City has an established Traffic Impact Fee that includes fair-share contributions towards impacts to State Facility intersections. As conditions warrant, the fees will be used to pursue capacity improvements at impacted intersections throughout the City, including those on State Highways. The City retains administrative authority over these funds since it is a citywide impact fee.

E2. These comments note that performance standards for state facilities may differ from local and Congestion Management Program (CMP) standards and requests coordination with Caltrans in determining potential future impacts to these facilities. Consistent with Implementation program CE-25, the City will continue to coordinate with Caltrans on any project potentially impacting state facilities. *This response does not identity any new information.*

Comment F – Sharon Causer

Letter F

Sharon Causer
18011 Newland St
Huntington Beach, Ca 92646
September 15, 2012

RECEIVED
SEP 17 2012
Dept. of Planning
& Building

Ricky Ramos, Senior Planner
Environmental Impact Report No2009-001

I live second house from the corner of Talbert and Newland. After receiving the Public Notice in the mail, I checked the City's website posting. Your report concerns me. Below I have taken bits of information I have found in the on line City website posting.

Newland and Talbert proposed to add a second eastbound left turn lane in Volume II of Huntington Beach Circulation Element Update

On page Transportation and Traffic 4.8 pg 4-107 Roadway Talbert Avenue From Gothard to Newland Street .

On page 4-114 Critical intersections identified in the Traffic Study include the following four Principal intersections. One listed is Talbert and Newland.

Also NO 61 Talbert and Newland page 4-116. The page 4-118 Newland and Talbert is mentioned again. Page 5-4 Intersection of Newland at Talbert is once again mentioned.

Page 3-26 Newland and Talbert is mentioned

NOP-5 Newland and Talbert is again mentioned.

Page 3at the bottom of the page it reads In addition to the proposed roadway classification changes future intersection capacity improvements will be needed at the following locations, to meet the City's level of service performance standards: Newland and Talbert is once again mentioned; For the most part, additional right -of -way will not be required to implement the planned roadway classification.

Page ES-15 Newland and Talbert Add second eastbound left turn lane.

On page ES -16 It mentions number 48,68, and 138 intersections and in Summary, the analysis shows that with the exception of the three intersections with Critical Intersection status (48,68,138), the proposed Arterial Highway Plan for the updated Circulation Element is able to serve the 2030 traffic demand at the LOS standards being recommended for the City's arterial highway plan . These three locations will be monitored over time, evaluating changing conditions and the feasibility of implementing improvements.

I am concerned with the intersection at Talbert and Newland. I would like to have a breakdown how all of this will concern me and my property. Does just the above summary mean that everything pertaining to the intersection of Talbert and Newland will remain as it is today?

1



Sharon Causer

Response F – Sharon Causer

F1. This comment expresses concern related to the resident's property regarding future improvements to Talbert Avenue at Newland Avenue, identified in Appendix F (Traffic Study) as the addition of a new eastbound second left turn lane. Talbert Avenue is constructed to its ultimate right-of-way of 100 feet as identified in the existing and proposed General Plans; therefore, no additional right-of-way will be required from surrounding properties as noted on page 3-13 of the Project Description. The improvement will be implemented through re-striping. No impacts to surrounding properties will occur and this improvement will improve traffic in the vicinity. In addition, the improvements referenced in the comment are described as "Recommended Long-Range Improvements" and should only be considered a forecast of potential conditions. As traffic conditions evolve over time, conditions at intersections will be individually assessed to determine what, if any, improvements may actually be needed. The EIR is a program-level review and individual improvement projects will be subject to project-level environmental analysis if they are needed in the future. *This response does not identity any new information.*

Comment G – City of Newport Beach

Letter G

**CITY OF NEWPORT BEACH**

September 17, 2012

Mr. Ricky Ramos, Senior Planner
 City of Huntington Beach
 Department of Planning and Building
 2000 Main Street
 Huntington Beach, CA 92648

RECEIVED**SEP 17 2012**

**Dept. of Planning
 & Building**

Subject: Comments to EIR for Circulation Element Update

Dear Mr. Ramos;

The City of Newport Beach would like to provide the following comments regarding the Environmental Impact Report (EIR) for the Circulation Element Update.

- 1) Exhibit 3-4 shows that Banning Avenue between Brookhurst Street and the Santa Ana River is part of the existing Adopted Circulation Plan.
- 2) Exhibit 3-3 shows this segment of Banning Avenue as removed in the Proposed Circulation Plan. Table 3-3 should be revised to include Banning Avenue from Brookhurst Street to the Santa Ana River as a proposed roadway segment to be eliminated from the Circulation Element.
- 3) On page 3-29, it is noted that certain approvals are required for this project. These approvals include adopting amendments to the Orange County Transportation Authority (OCTA) Master Plan of Arterial Highways (MPAH).
- 4) Table 4.8-6 and Exhibit 4.8-4 show the extension of Banning Avenue as part of the regional OCTA MPAH. Because the proposed deletion of the Banning Avenue segment between Brookhurst Street and the Santa Ana River is included in the project, the final Circulation Element Update approval would then be contingent upon the approval of an amendment for eliminating this segment of Banning Avenue from the OCTA MPAH. This issue should be discussed in the EIR.
- 5) On page 6-4, it is noted that many arterials continue into adjoining jurisdictions. Was the deletion of the 19th Street Bridge considered and included in the traffic analysis for this Circulation Element Update ?

1

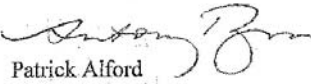
2

3

City Hall · 3300 Newport Boulevard · Post Office Box 1768
 Newport Beach, California 92658-8915 · www.newportbeachca.gov

The City of Newport Beach supports the goals and policies in the Circulation Element to foster cooperative efforts in planning, funding, constructing and maintaining the regional transportation network. If you have any further questions, please contact me at 949-644-3235.

Sincerely,


for Patrick Alford
Planning Manager

Response G – City of Newport Beach

G1. This comment notes that the deletion of Banning Avenue in the proposed Circulation Plan should be noted on Table 3-3. The DEIR has been revised as requested. *This revision does not introduce new information and merely clarifies the analysis and identifies information previously provided in Appendix F (Traffic Study).*

G2. This comment requests that the need for an amendment to the Master Plan of Arterial Highways be noted in the DEIR. This requirement was noted in the Project Description and a revision to page 4-104 noting this requirement has been made. The Banning Avenue extension between Brookhurst Street and the Santa Ana River is being shown as a MPAH deletion to be consistent with and in support of current OCTA efforts to consider deletion of the Banning Bridge/19th Street extension. *This revision does not introduce new information and merely clarifies information previously provided in the Project Description.*

G3. This comment asks if the deletion of Banning Avenue/19th Street Bridge was included in the project traffic analysis. The project traffic study (Appendix F) did analyze the deletion of Banning Avenue and the 19th Street Bridge. *This response does not identity any new information.*

Comment H – Ocean View School District



"Equity and
Excellence"

Ocean View School District

17200 Pinehurst Lane
Huntington Beach
California 92647-5569
714.847.2551
Fax: 714.847.1430
Web: www.ovsd.org

Letter H

Board of Trustees

Tracy Pellman, President
Debbie Cotton, Clerk
John Briscoe, Member
John Ortiz, Member
Norm Westwell, Member

September 17, 2012

Mr. Ricky Ramos, Senior Planner
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92649

RECEIVED

SEP 17 2012

Dept. of Planning
& Building

RE: Huntington Beach Circulation Element Update and Environmental Impact Report

Mr. Ramos:

Ocean View School District and its consultant have reviewed the the Draft EIR SCH 200907117 for the Circulation Element and the Circulation Element. Please accept this letter as the official written comment letter to the above mentioned documents.

Based on our review of Table 4-2 of the Circulation Element EIR traffic study, it should be noted that there may be a potential impact on the District during implementation of the proposed intersection improvements related to the transportation of students, crossing guards, and pedestrian access. Most notably would be the following proposed intersection improvements which are within the Ocean View School District attendance boundaries:

- Beach Boulevard & Edinger Avenue;
- Beach Boulevard & Heil Avenue;
- Beach Boulevard & Warner Avenue;
- Newland Street & Warner Avenue;
- Goldenwest Street & Slater Avenue;
- Beach Boulevard & Slater Avenue;
- Beach Boulevard & Talbert Avenue;
- Gothard Street & Slater Avenue;
- Gothard Street & Talbert Avenue; and
- Newland Street & Talbert Avenue.

1

In addition to the above mentioned intersections, other proposed intersection improvements may also pose a potential impact on the District due to the close proximity of the intersection to the District attendance boundaries.

The District also noted that the Circulation Element lists new and revised goals and implementation measures. Each goal or implementation measure noted the related agencies which the City would need to work with in order to coordinate to lessen potential impacts. Thank you for noting that Implementation Measures CD-5 (Neighborhood Circulation Implementation) and CE-15 (Pedestrian Facilities and

Enhancements) would all impact school districts. The District looks forward to working with the City on the above mentioned implementation measures.

In addition, Ocean View School District also believes that CE-31 (Adjacent Jurisdictions and Transportation Agencies) is also relevant and would require cooperation and coordination between our agencies. The Circulation Element states the following:

2

“Work with adjacent jurisdiction, including the cities of Costa Mesa, Fountain Valley, Newport Beach, Seal Beach, Westminster and Orange County, to ensure that traffic impacts do not adversely impact Huntington Beach. Continue to work with other public agencies to ensure that the City’s circulation and transportation system is efficient and meets applicable safety standards.”
(Circulation Update, Page III-CE-40)

Ocean View School District believes that it constitutes an “other public agency” and the safety of its student and community population should also be addressed related to all traffic patterns and adjustments. The District looks forward to working with the City.

Thank you again for the opportunity to conduct a review of these important documents which will guide the City of Huntington Beach for many years in the future. Should you need to contact Ocean View School District, please send all email correspondence to MSchiel@ovsd.org. All other written correspondence may be sent to Mark A. Schiel, Assistant Superintendent, Administrative Services at 17200 Pinehurst Lane, Huntington Beach, CA 92647.

Sincerely,



Kathy Kessler
Ocean View School District
Interim Superintendent



Mark A. Schiel
Ocean View School District
Assistant Superintendent, Administrative Services

Response H – Ocean View School District

H1. This comment notes that future intersection improvements could impact schools within the Ocean View School District related to the transportation of students, crossing guards, and pedestrian access. Potential impacts to surrounding uses were identified in the project Initial Study (Appendix A) that noted that future roadway improvements will be constructed to City standard specifications with safety-based design criteria and sufficient emergency access pursuant to the Municipal Code. Future improvements will be analyzed pursuant to CEQA and the City's standard review process to identify and mitigate, if possible, any potential impacts to surrounding uses. The "Recommended Long-Range Intersection Improvements" are based on 20-year traffic projections. There is no certainty that these impacts will materialize over that assumed period of time or that the projections accurately reflect exactly what turning movement demand will exist. The improvements are identified to provide a description of the types of improvements that may be needed within the system over the long-term in order to maintain the level of service standards identified. The EIR is a program-level document and each individual intersection improvement, if and when it becomes necessary, will be subject to project-level environmental review. *This response does not identify any new information and merely clarifies the analysis provided in the project Initial Study and DEIR.*

H2. This comment suggests that Implementation Measure CE-31 can be interpreted to include the Ocean View School District. The City agrees and as is standard practice will notify the District regarding applicable projects. *This response does not identify any new information..*

State Clearinghouse Receipt



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

RECEIVED

SEP 20 2012



KEN ALEX
DIRECTOR

September 17, 2012

Ricky Ramos
City of Huntington Beach, Planning and Building Dept.
2000 Main Street, 3rd Floor
Huntington Beach, CA 92648

Subject: General Plan Circulation Element Update
SCH#: 2009071117

Dear Ricky Ramos:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 14, 2012, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report State Clearinghouse Data Base

SCH# 2009071117
Project Title General Plan Circulation Element Update
Lead Agency Huntington Beach, City of

Type EIR Draft EIR

Description The project is the update of the Huntington Beach General Plan Circulation Element. The proposed Circulation Element is designed to achieve an efficient surface transportation system that will accommodate increasing traffic volumes projected over the next 20 to 25 years in order to achieve desired performance at intersections throughout the city. The Circulation Element addresses and supports transportation alternatives to the automobile such as bus-transit, potential rail-corridor options, bicycling, equine, and walking. The Circulation Element also addresses scenic corridors on key roadways throughout the city.

Lead Agency Contact

Name Ricky Ramos
Agency City of Huntington Beach, Planning and Building Dept.
Phone (714) 536-5624 **Fax**
email
Address 2000 Main Street, 3rd Floor
City Huntington Beach **State** CA **Zip** 92648

Project Location

County Orange
City Huntington Beach
Region
Lat / Long 33° 42' 29" N / 118° 00' 30" W
Cross Streets
Parcel No.
Township 5S **Range** 11W **Section** **Base** SBB&M

Proximity to:

Highways Hwy 1,22,39
Airports No
Railways UPRR
Waterways Santa Ana River, Other Tributaries
Schools Multiple
Land Use N/A - Circulation Element affects transportation routes and classification throughout the city.

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Noise; Public Services; Traffic/Circulation; Wetland/Riparian; Growth Inducing; Cumulative Effects

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Management Agency, California; California Highway Patrol; Caltrans, District 12; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8; Native American Heritage Commission; Public Utilities Commission

Date Received 08/01/2012 **Start of Review** 08/01/2012 **End of Review** 09/14/2012

3 Errata

This section identifies revisions to the Environmental Impact Report (EIR) to incorporate clarifications developed in response to comments on the EIR or minor errors corrected through subsequent review. It also identifies any insignificant corrections to the EIR. Additions to the text are underlined and deletions have been ~~stricken through~~.

Note that a global change made throughout the EIR was changing the project number located in the footer of document from *EIR 2009-004* to *EIR 2009-001*. This was an administrative error and has no bearing on the analysis provided in the EIR. This change was not tracked.

3.0 Project Description

Organization

The Circulation Element Update is organized under the following topics.

- Regional Mobility
- Roadway Circulation
- Neighborhood Traffic Management
- Public Transportation
- Transportation Demand Management and Air Quality
- Parking
- Pedestrian, Bicycle, and Equestrian paths, and Waterway Facilities
- Scenic Corridors

Circulation Plan

The proposed Circulation Element includes four arterial roadway classifications, two regional classifications, and a local street designation summarized in Table 3-1 (Roadway Functional Classifications and Characteristics) and Exhibit 3-2 (Standard Roadway Cross Sections). In addition to these classifications, some roadway segments are further classified pursuant to the Orange County Master Plan of Arterial Highways (MPAH). The MPAH uses a classification system different than the proposed Circulation Element and includes Principal Arterials, 4-lane Smart Street Arterials, and Right-of-Way Reserve. The MPAH is a countywide plan to ensure countywide mobility on ~~the arterial and freeway~~ systems. Huntington Beach's Circulation Element must be consistent with the MPAH in order to participate in roadway funding programs, such as Measure M². In 1990, Orange County voters approved Measure M, authorizing a half-cent retail sales tax increase for a period of 20 years effective April 1, 1991. On November 7, 2006, voters approved an extension of this funding measure (referred to as "M2") until 2041. A portion of the revenue generated by Measure M2 is returned to local jurisdictions for use on local and regional transportation improvements and maintenance projects. To qualify for this, Huntington Beach must submit a statement of compliance with the growth management components of the program. Requirements include the adoption of a traffic circulation plan consistent with the County Master Plan of Arterial Highways (MPAH), adoption of a Growth Management Element within the General Plan, adoption and adequate funding of a local transportation fee program, and adoption of a seven-year capital improvement program that includes all transportation projects funded either partially or fully by Measure M² funds.

3.0 Project Description

Roadway Segments				Classifications		Existing MPAH Facility
No.	Roadway	From	To	Current	Proposed	
R15	Graham St	Warner Ave	Slater Ave	Primary Arterial	Augmented Collector	Yes
R16	Lake St	Yorktown Ave	Orange Ave	Primary Arterial	Augmented Collector	Yes
R17	Orange Ave	6th St	1st St	Primary Arterial	Augmented Collector	Yes
R18	Orange Ave	Goldenwest St	6th St	Collector-Secondary	Augmented Collector	Yes
R19	Pacific View Ave	1st St	Beach Blvd	Primary Arterial	Augmented Collector	Yes
R20	Palm Ave	Goldenwest St	17th St	Secondary Arterial	Augmented Collector	Yes
R21	Saybrook Ave	Edinger Ave	Heil Ave	Secondary Arterial	Collector	Yes
R22	Springdale St	Warner Ave	Talbert Ave	Primary Arterial	Secondary	Yes
R23	Summit Drive	Seapoint Ave	Goldenwest St	Local	Collector	No
R24	Talbert Ave	Springdale St	Edwards St	Primary Arterial	Collector	Yes
R25	Varsity Drive	Talbert Ave	Edwards St	Local	Collector	No
R26	Walnut Ave	6th St	1st St	Primary Arterial	Augmented Collector	Yes
R27	Warner Ave	Pacific Coast Highway	Algonquin St	Major Arterial	Primary	Yes
R28	<u>6th ST</u>	<u>Pacific Coast Highway</u>	<u>Lake St</u>	<u>Primary Arterial</u>	<u>Augmented Collector</u>	<u>Yes</u>

Deleted: Huntington St

The proposed Circulation Plan is illustrated in Exhibit 3-3 (Proposed Circulation Plan). The proposed changes to the existing Circulation Element are highlighted in Exhibit 3-4 (Proposed Changes to Adopted Circulation Plan). Changes include eliminating planned/unbuilt roadway segments where future traffic projections no longer justify a need for those segments; these are listed specifically in Table 3-3. Exhibit 3-5 (Proposed Long-Term Capacity Improvements) illustrates locations where the traffic study recommends additional intersection capacity to achieve system performance standards.

**Table 3-3
Planned/Unbuilt Roadway Segments to be Eliminated**

Roadway	From	To
Hamilton Avenue	Beach Boulevard	Newland Street
Delaware Street	Atlanta Avenue	Pacific View Avenue
Gothard/Hoover Street	McFadden Avenue	Bolsa Avenue
Ellis Avenue	Delaware Street	Main Street
Edinger Avenue at current terminus	Western City boundary	PCH
Graham Street southward extension	Slater Avenue	Bolsa Chica Wetlands
Talbert Avenue western extension	Springdale Street	Bolsa Chica Wetlands
Roadway connection between	Graham extension	Talbert extension
Banning Avenue	Brookhurst Street	Santa Ana River

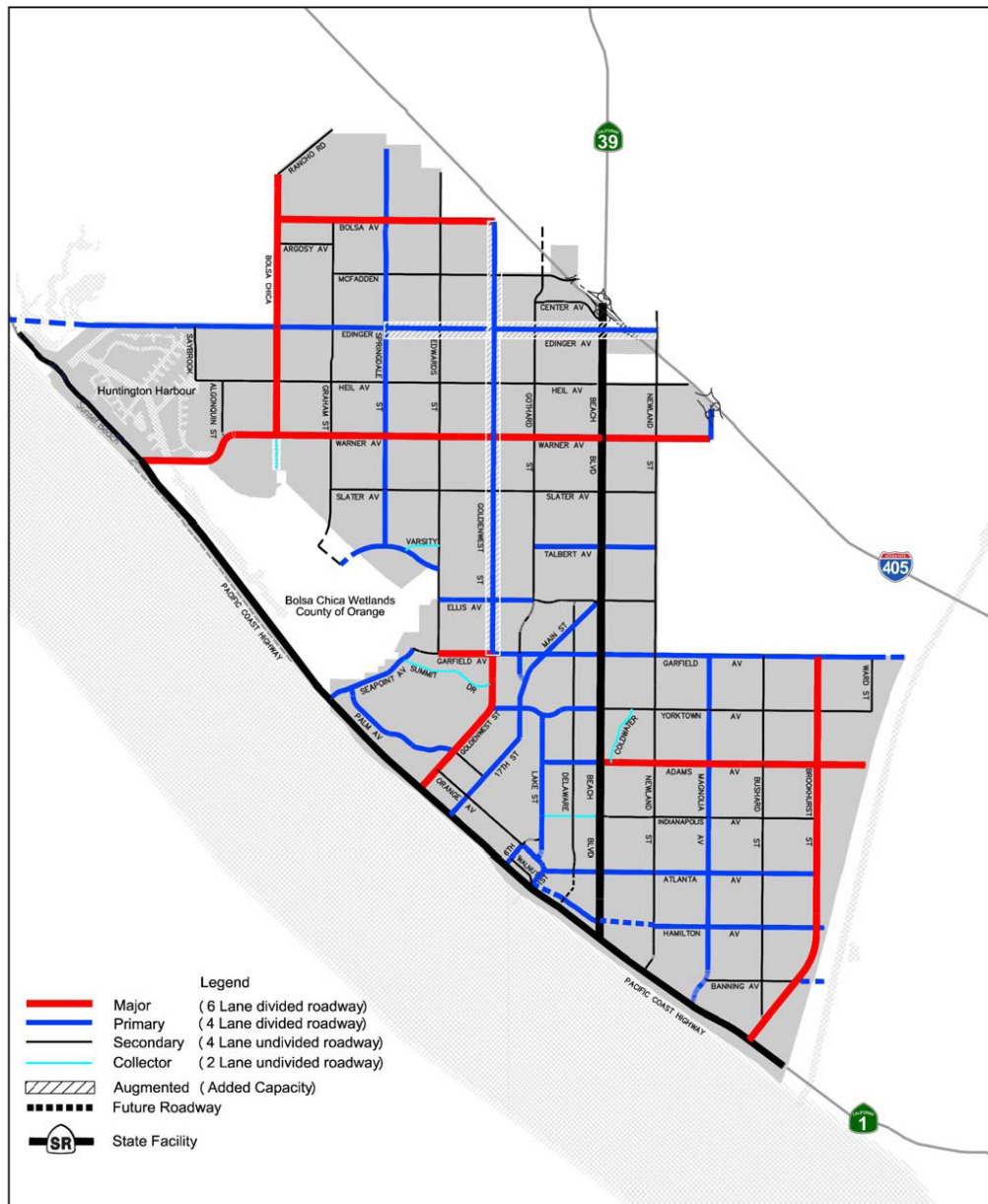


Exhibit 3-3
Proposed Circulation Plan
 Huntington Beach Circulation Element EIR



Source: Austin-Foust Associates, 2012

3.0 Project Description

R28 Long-term traffic volumes on this roadway segment are projected between 5,000 and 6,000 ADT; therefore, downgrading from a Primary Arterial (35,000 max volume) to an Augmented Collector will be a more efficient classification.

Principal and Secondary Intersections are key locations that often dictate the overall performance of the roadway system and thereby are considered to have strategic importance within the overall Circulation Plan. The updated Circulation Element establishes LOS D as the performance standard for Principal Intersections and LOS C for Secondary intersections. The dual standard recognizes that the Principal intersections serve major thoroughfares, often with substantial through traffic components. Secondary intersections are more typically associated with lower volume roadways. In addition to the proposed roadway classification changes, future intersection capacity improvements will be needed at the locations identified in Table 3-4 (Long Range Intersection Capacity Needs), to meet the City's level of service performance standards for Principal and Secondary intersections.

**Table 3-4
Long Range Intersection Capacity Needs**

Classification	Intersection
P	Goldenwest Street @ Bolsa Avenue
P	Beach Boulevard @ Heil Avenue
P	Newland Street @ Warner Avenue
P	Beach Boulevard @ Talbert Avenue
P	Brookhurst Street @ Adams Avenue
P	Beach Boulevard @ Warner Avenue
P	Beach Boulevard @ Yorktown Avenue
P	Brookhurst Street @ Pacific Coast Highway
P	Beach Boulevard @ Edinger Avenue
P	Pacific Coast Highway @ Warner Avenue
P	Goldenwest Street @ Slater Avenue
P	Beach Boulevard @ Garfield Avenue
P	Goldenwest Street @ Pacific Coast Highway
P	Beach Boulevard @ Slater Avenue
S	Gothard Street @ Talbert Avenue
S	Ward Street @ Garfield Avenue
S	Gothard Street @ Slater Avenue
S	Newland Street @ Talbert Avenue
S	Newland Street @ Yorktown Avenue
P = Principal Intersection S = Secondary Intersection	
Source: Austin-Foust Associates 2011	

Land Use and Planning 4.4
Urban Design Element:

The Urban Design Element establishes several urban districts within Huntington Beach and then provides policy direction and guidelines for creating distinctive visual characters through coordinated landscape, streetscape, and community design. The Circulation Element integrates with this element by designating scenic corridors, entry nodes, and supporting pedestrian-oriented development that solidify transportation routes as integral parts of creating a sense of place and distinctiveness in Huntington Beach.

Historic and Cultural Resources Element:

This element describes the history of Huntington Beach and identifies historic resources and cultural resources such as museums throughout the City. A policy framework for preserving important landmark buildings and other historical resources is a key aspect of this element. There is no direct relationship between this element and the Circulation Element.

Economic Development Element:

The Economic Development Element expresses a strategy to broaden and stabilize the City's economic base. The Circulation Element integrates with this Element in important ways. The efficient movement of goods and people is essential to a stable economic environment. The Circulation Element also establishes policies supporting pedestrian-oriented mobility that will enhance visitor-serving commercial nodes such as the Main Street/Pacific Coast Highway area.

Growth Management:

The Growth Management Element is one of the requirements to receive local funding through the Measure M₂ transportation tax program. It contains policies for planning and provision of traffic improvements, public services, and public facilities necessary for orderly growth and development throughout Huntington Beach. The Growth Management Element establishes minimum level of service standards for the City's roadway network and other policies in accordance with the County's Model Growth Management Element, and the City's Circulation Element. The Circulation Element directly supports all of the traffic management components of the Growth Management Element.

Housing Element:

The Huntington Beach Housing Element identifies strategies that focus on preserving and improving housing and neighborhoods, providing adequate housing, assisting in the provision of affordable housing, removing governmental and constraints to housing investment, and promoting fair and equal housing opportunities. The Circulation Element indirectly supports this Element through achievement of a variety of mobility objectives that facilitate access from residential areas to job centers, commercial centers, community facilities and recreation opportunities.

Land Use and Planning 4.4

No other inconsistencies between the proposed Circulation Element and the existing Urban Design Element have been identified.

Historic and Cultural Resources Element

As discussed in Section 4.3 of this EIR, implementation of the proposed changes to the adopted Circulation Element is not expected to result in damage to any cultural or paleontological resources, since future construction activities would occur along existing roadways where important resources are unlikely to occur. Mitigation measures 4.3A-1 and 4.3B-1 will ensure that potential cultural or paleontological resources are properly evaluated and documented, if uncovered during construction activities.

Economic Development Element

The proposed Circulation Element supports pedestrian-oriented circulation patterns and establishes truck routes in the same manner as the existing Circulation Element. These policies support the Economic Development Element by providing efficient means of moving goods and customers to local commerce. No inconsistencies between the proposed Circulation Element and the existing Economic Development Element have been identified.

Growth Management Element

The proposed Circulation Element is designed to be consistent with the Orange County Master Plan of Arterial Highways (MPAH), promote alternative transportation options, and maintain enhanced performance standards to reduce congestion on the roadway network. Specifically, the updated Circulation Element will change the method for assessing the operation performance of intersections from a level of service standard 'D' to a three-standard system, based on the intersection capacity utilization and current conditions of an intersection. It would also delete Policy CE 2.1.2 to maintain a service level 'C' on all roadway segments (except for Pacific Coast Highway south of Brookhurst Street). Growth Management Element Policy GM 3.1.2 also specifies a standard of LOS C for roadway segments; therefore, the GM policy would be inconsistent with the new Circulation Element policy. Growth Management Policy 3.1.3 refers to the LOS 'D' criteria and is thus inconsistent with Policy CE 2.2.1 of the proposed Circulation Element that defines the Critical, Primary, and Secondary Intersection LOS standards. These inconsistencies are not significant because the updated Circulation Element performance standards are based on an updated set of long range traffic forecasts and provides for generally higher performance standards for intersections. ~~Nonetheless, Mitigation Measure 4.4.A 2 will ensure that these inconsistencies are resolved with appropriate revisions to the Growth Management Element roadway performance standards.~~

Housing Element

The proposed Circulation Element would not conflict with any of the City's housing goals, objectives, strategies or programs, because it deals only with management

*Land Use and Planning 4.4***Air Quality Element**

The proposed Circulation Element is designed primarily to reduce traffic congestion, which will lessen traffic emissions by minimizing the amount of vehicle delay that results in higher emissions because of less efficient fuel combustion. The updated Circulation Element also contains policies that support alternative transportation options; this will help reduce total emissions associated with passenger vehicle travel. Since the future traffic forecasts developed for the updated Circulation Element are based on the City's Land Use Element policies and official growth forecasts that have been incorporated into the regional Air Quality Management Plan, the updated Circulation Element would be consistent with the AQMP. No inconsistencies between the proposed Circulation Element and the existing Air Quality Element have been identified.

Coastal Element

The existing Coastal Element, updated in 2008, like the City's existing Circulation Element, includes two circulation plans, one referred to as the "Potential for 2010 Circulation Plan of Arterial Highways" and the other referred to as the "Circulation Plan of Arterial Streets and Highways." Both plans would accommodate then-projected long range traffic volumes; however, the second plan includes some improvements that the first one does not. The Coastal Element currently expresses a preference for the first plan. The 'potential' highway plan was designed to be consistent with the Orange County MPAH. The Circulation Plan represents the actual arterial streets and highway plan for the City (as amended through 2002). The proposed Circulation Element merges these roadway networks into a single map. The Coastal Element will thus need to be amended to incorporate the updated Circulation Plan, within the coastal zone. ~~This revision will be assured through Mitigation Measure 4.4-5.~~ Specific circulation issues and policies for the Coastal Element, such as those related to future bridge crossings of the Santa Ana River, are not affected by the updated Circulation Element, which governs the broader circulation system structure and establishes performance standards to achieve desired levels of service.

A number of changes to the City's Bikeway Plan are included in the updated Circulation Element to: (1) correspond better to the updated vehicular Circulation Plan, (2) eliminate formerly planned segments through the Bolsa Chica Wetlands area, and (3) add routes to different areas. Within the Coastal Zone, the proposed Bikeway Plan would eliminate planned/unbuilt Class II Bikeway portions of Bolsa Chica Street, Slater Avenue, and Atlanta Avenue. The Bolsa Chica Street and Slater Avenue bikeway segments correspond to elimination of the same future roadway segments to be removed from the arterial circulation plan.

These changes are considered minor and would not significantly affect bicycle circulation in the Coastal Zone. A revision to the bikeways plan in the Coastal Element is needed to match the revised plan in the updated Circulation Element. ~~This will be assured through Mitigation Measures 4.4-3.~~ Several changes in the updated Circulation Element's Scenic Highway Plan would occur within the coastal

4.0 Environmental Impact Analysis

zone. These are minor changes addressing specific design features and would not conflict with any of the Coastal Element's visual character objectives. ~~To ensure consistency between the two elements, Mitigation Measure 4.4.4 will require a follow-up revision to the Coastal Element to match corresponding changes in the Scenic Highway Plan.~~

Hazard Chapter

Environmental Hazards Element

The updated Circulation Element is designed to reduce congestion that supports expedited emergency response and evacuation in times of disaster. The proposed Circulation Element does not include any roadway modifications that would hinder evacuation procedures.

Noise Element

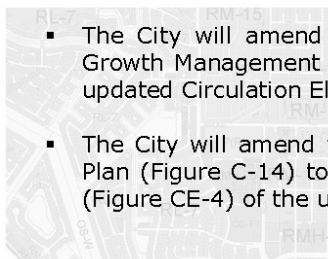
Changes in the designated Truck Routes are not proposed. The updated Circulation Element is based on a recent, comprehensive traffic study (see Appendix G) that incorporates updated growth forecasts and higher traffic volumes than were projected at the time the current Noise Element was adopted. Minor revisions to that element will be needed to update current and long-term noise contour maps to match the traffic volumes of the updated traffic study. These revisions would not conflict with or hinder attainment of any Noise Element objectives or policies. ~~Mitigation Measures 4.4.A.6 will ensure that these Noise Element revisions are completed.~~

Hazardous Materials Element

Changes in the City's Truck Routes Plan are not proposed; there are no new policies concerning transportation of hazardous materials and wastes. The updated Circulation Element would not conflict with the Hazardous Materials Element.

Conclusion

Based on the above discussion, conflicts between the proposed Circulation Element and the existing elements of the General Plan would be minor. These will be resolved through 'clean-up' efforts in subsequent General Plan amendments. These would include the following minor revisions:



- The City will amend the roadway performance standards set forth in the Growth Management Element to correspond to the standards defined in the updated Circulation Element.
- The City will amend the Coastal Element to revise the Trails and Bikeways Plan (Figure C-14) to match the corresponding aspects of the Bikeway Plan (Figure CE-4) of the updated Circulation Element update.

4.6 Population and Housing

Pursuant to the findings of the Initial Study (Appendix A), this section examines impacts related to the potential displacement of housing and people as a result of the long term implementation of the Circulation Element update. Impacts related to growth inducement were found to be less than significant and are not discussed in this section. No comments related to displacement impacts were submitted as responses to the Notice of Preparation of a Draft Environmental Impact Report, or at either of the public Scoping Meetings.

Environmental Setting

The City's existing street network is generally developed on both sides with housing, commercial, industrial, recreation, and public uses, along with utilities infrastructure, and other development. Building setbacks vary considerably, as do the variety of improvements in the areas between the edges of the streets and the buildings. Setback improvements include sidewalks, trees and other landscaping, signs, walls, fences, parking spaces, utility and traffic signal boxes, overhead power lines, bus stops and turnouts, etc.

Planning and Regulatory Framework

There are currently no General Plan policies that specifically address circumstances involving displacement of residential, business or other types of improvements due to expansion of streets, intersections or other types of public or private infrastructure.

Threshold of Significance

Implementation of the Circulation Element would result in a significant impact if it would:

- a) Displace one or more existing housing units and necessitate the construction of replacement housing elsewhere.
- b) Displace a substantial number of people and necessitate the construction of replacement housing elsewhere.

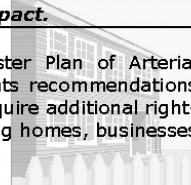
Environmental Impacts

IMPACT
4.6.A
4.6.B

~~Future intersection capacity projects could result in displacement of one or more homes or businesses. This would be a significant and unavoidable impact.~~

Deleted: 4.6-1

For the most part, proposed roadway reclassifications, Master Plan of Arterial Highways amendments, and long range capacity improvements recommendations identified in the Circulation Element traffic study, would not require additional right-of-way and would thus not result in any displacement of existing homes, businesses or public buildings.



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- Adoption and implementation of a program to analyze the impacts of land use decisions including an estimate of the costs associated with mitigating those impacts; and
- Adoption and implementation of deficiency plans when highway and roadway level of service standards are not maintained.

OCTA gathers traffic data to determine the LOS at intersections throughout the CMP system. Cities are required to complete the CMP Monitoring Checklist that assists the OCTA in determining conformity with the CMP. Jurisdictions are also required to submit a CIP and to identify any intersection that fails to meet the LOS standard (known as a deficient intersection). Finally, a jurisdiction must ensure its traffic impact analysis process conforms to the CMP modeling consistency process.

The 2007 CMP indicates that the City of Huntington Beach and all other jurisdictions were in compliance with the obligations required for participating local government agencies. Further, it was determined that all CMP intersections in Huntington Beach met or operated better than the target LOS 'E' performance standard. As such, there are no deficiency plans underway for any of the CMP elements within the City. As required by the 2007 CMP, the Huntington Beach General Plan Circulation Element Traffic Study utilized the ICU methodology to determine each intersections LOS.

Master Plan of Arterial Highways

The OCTA administers the County Master Plan of Arterial Highways (MPAH). The MPAH designates the arterial system in the Orange County General Plan Circulation Element. The MPAH also identifies the intended future roadway system for the County. Huntington Beach's Circulation Element must be consistent with the MPAH in order to participate in County roadway funding programs, such as Measure M. In 1990, Orange County voters approved Measure M, authorizing a half-cent retail sales tax increase for a period of 20 years effective April 1, 1991. On November 7, 2006, voters approved an extension of this funding measure (referred to as "M2") until 2041. A portion of revenue generated by Measure M2 is returned to local jurisdictions for use on local and regional transportation improvements and maintenance projects. To qualify for this, Huntington Beach must submit a statement of compliance with the growth management components of the program. Requirements include the adoption of a traffic circulation plan consistent with the MPAH, adoption of a Growth Management Element within the General Plan, adoption and adequate funding of a local transportation fee program, and adoption of a seven-year capital improvement program that includes all transportation projects funded either partially or fully by Measure M2 funds. It should be noted that these requirements were adopted in the original Measure M and ~~will be were~~ replaced by the renewed Measure M2 requirements in April 2011. M2 will not require compliance with or adoption of a Growth Management Element Plan. Changes to the MPAH can be requested by a local jurisdiction through OCTA and are subject to a set of guidelines for the requisite technical studies and administrative actions.

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Comments Related to the MPAH

OCTA OCTA submitted comments on August 27, 2009 requesting some minor clarifications and corrections to the discussion of Measure M₂ funding. These comments were related to the amount of funding distributed to local jurisdictions, future requirements for preparation of the growth management element, and the length of the extension of Measure M. These three items have been addressed above.

Huntington Beach General Plan – Public Facilities and Services Element

The General Plan establishes the level of service standards for the Huntington Beach Fire Department pursuant to Policies PF 2.1.1 and PF 2.2.1 of the Public Facilities and Public Services Element and Policies GM 2.1.2 and GM 2.1.3 of the Growth Management Element. The adopted goals for fire, rescue, and emergency medical response arrival times are summarized in Table 4.8-7 (Fire Department Response Arrival Goals).

Table 4.8-7
Fire Department Response Arrival Goals

First Responding Unit	80% Goal	90% Goal	100% Goal
Engine Company	5 Minutes	N/A	N/A
Ladder Company	N/A	10 Minutes	15 Minutes
Paramedic Resource	5 Minutes	N/A	10 Minutes
Sources: Huntington Beach General Plan 1996, 2002; Huntington Beach Fire Dept. 2009			

The General Plan Public Facilities and Public Services Element (PFPSE) identifies two areas of the City where the Fire Department's five-minute response arrival goal could not be met (see Figure PF2 in the PFPSE). One area begins on the eastern border of the Bolsa Chica Wetlands and extends south and encompasses the Seacliff Country Club. The other area generally encompasses the northern portion of Huntington Harbour. Achieving response arrival goals in all areas of the City was identified as an issue to be addressed by the 1996 General Plan (Source: 4.8.5)

Two solutions for achieving response arrival goals over the long-term throughout the entire City were developed in the PFPSE. Both solutions depend on the planned extension of Talbert Avenue through the Bolsa Chica Wetlands and connecting to Graham Street (also known as the cross-gap connection). If the extension of Talbert Avenue was implemented, then one new fire station would be constructed near Springdale Street and the extension. If the extension of Talbert Avenue was not implemented, then two fire stations would be required; one to be located near the intersection of Garfield Avenue at Edwards Street, the other to be located near the intersection of Graham Street at Warner Avenue. Since adoption of the PFPSE, Fire Station No. 6 has been constructed and is operating at the intersection of

link-based methodology is a less refined and generally inaccurate methodology for assessing roadway performance. Furthermore, erroneous conclusions can be reached from ADT results in that an adverse link-based LOS may suggest a roadway needs to be widened when in actuality improving performance at one or both intersections can ensure satisfactory performance.

To evaluate the effectiveness of the proposed Circulation Element to handle future traffic demand volumes, revised performance standards are proposed in the Circulation Element update that categorizes intersections as 'Principal' and 'Secondary' (see Objective 2.1). The purpose of the revision to the City's performance standards is to recognize that it is desirable to have a street system where most intersections operate at a LOS 'C' or better. The new performance standards also recognize that having a limited number of LOS 'D' intersections improves the ability to coordinate system operations and ultimately minimizes travel time. Please note that typical level of service calculations assume ideal roadway operating conditions. This is not always the case, however, and the new performance standards recognize that a few intersections have operational limitations and/or right-of-way constraints and cannot feasibly be reconstructed to achieve the performance standards for Principal and Secondary intersections. Operational limitations include short roadway sections that cause vehicle queues to block adjacent intersections, high pedestrian volumes, or uneven lane utilization. Actual levels of service in such locations are actually lower than the ICU calculation would normally indicate. For these 'Critical Intersections', the updated Circulation Element proposes ongoing monitoring to ensure traffic congestion does not substantially increase and does not exceed LOS 'E'. Critical intersections identified in the Traffic Study include the following ~~four~~three Principal intersections:

- Newland Street/Warner Avenue
- ~~Newland Street/Talbert Avenue~~
- Brookhurst Street/Pacific Coast Highway
- Main Street/Ellis Avenue



4.0 Environmental Impact Analysis

listed in Table 4.8-10 (Projected Levels of Service (2030) with Recommended Intersection Capacity Enhancements) and the list of specific improvements can be found in Table 4-2 of the traffic study.

Based on the options presented in the traffic study, it will be possible to provide additional capacity at a majority of intersections over the long-term in a manner that will meet the City's revised performance standards. Generally, one 'optimal' recommendation is provided; however, in some cases two options are included. The second option is generally greater in magnitude but provides greater benefit in terms of improving LOS. It should be noted that the 'Option 1' and 'Option 2' sets are not mutually exclusive and can be integrated based on the future needs of the City. See page 3-7 of the traffic study (Appendix F) for further explanation.

Six intersections will continue to underperform even with the Option 1 set of improvements. Some additional congestion on the Critical Intersections 48, ~~126~~, and 138 is considered acceptable because existing land use conditions limit options for improvements. Each of these is projected to operate no worse than LOS 'E,' with Option 1 or Option 2 improvements. Principal Intersections of Beach Boulevard/Warner Avenue, Goldenwest Street/Slater Avenue, and Beach Boulevard/Garfield Avenue would exceed the LOS 'D' standard with implementation of Option 1 improvements; however, improvements recommended in 'Option 2' will achieve that performance standard.

The intersection of Main Street/Ellis Avenue is also identified in the traffic study as a 'Critical Intersection', due to short roadway segments and a configuration that substantially impairs operating conditions.



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**Table 4.8-10
Projected Levels of Service (2030) with Recommended Improvements**

No.	Intersection	Improvement Type	AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
8	Goldenwest Street@ Bolsa Avenue	Add 2nd southbound left turn lane. Add separate northbound right turn lane. Principal	0.75	C	0.90	D
28	Beach Boulevard@ Edinger Avenue	Allow westbound right turn overlap. Add 4th northbound through lane. Principal	0.79	C	0.85	D
37	Beach Boulevard @ Heil Avenue	Add 3rd westbound through lane. Principal Option 1 Add 2nd northbound left turn lane. Option 2 Add defacto westbound right turn lane. Add defacto southbound right turn lane. Principal Add 3rd northbound through lane. Principal	0.81	D	0.90	D
39	Pacific Coast Highway @ Warner Avenue	Principal	0.85	D	0.80	C
47	Beach Boulevard@ Warner Avenue	Option 1 Add separate westbound right turn lane. Option 2 Add defacto westbound right turn lane. Add separate northbound right turn lane. Principal Convert separate westbound right turn lane to a defacto right turn lane. Add 3rd westbound through lane. Principal Option 1 Add 2nd southbound left turn lane. Option 2 Convert separate northbound right turn lane to third northbound through lane. Principal	0.78	C	0.90	D
48	Newland Street @ Warner Avenue	Convert separate westbound right turn lane to a defacto right turn lane. Add 3rd westbound through lane. Principal	0.89	D	0.84	D
52	Goldenwest Street @ Slater Avenue	Option 1 Add 2nd southbound left turn lane. Option 2 Convert separate northbound right turn lane to third northbound through lane. Principal	0.75	C	0.90	D
53	Gothard Street @ Slater Avenue	Add second northbound left turn lane. Secondary	0.75	C	0.64	B
54	Beach Boulevard @ Slater Avenue	Add separate eastbound right turn lane. Principal	0.82	D	0.89	D
59	Gothard Street@ Talbert Avenue	Option 1 Add second southbound left turn lane. Option 2 Convert separate eastbound right turn lane to second eastbound through lane. Secondary	0.50	A	0.75	C
60	Beach Boulevard@ Talbert Avenue	Add 2nd westbound left turn lane. Add defacto westbound right turn lane. Add separate northbound right turn lane. Add 2nd eastbound left turn lane. Stripe defacto eastbound right turn lane. Principal	0.75	C	0.88	D
61	Newland Street @ Talbert Avenue	Add second eastbound left turn lane. Secondary	0.68	B	0.80	C

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No.	Intersection	Improvements Type	AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
76	Beach Boulevard @ Garfield Avenue	<u>Option 1</u> Add defacto northbound right turn lane.	0.71	B	0.95	E
		Add defacto southbound right turn lane.				
		<u>Option 2</u> Add 2nd northbound left turn lane.				
		Add 2nd southbound left turn lane. Principal				
81	Ward Street @ Garfield Avenue	Add second eastbound left turn lane.	0.67	B	0.50	A
87	Beach Boulevard @ Yorktown	Remove separate eastbound right turn lane. Secondary	0.67	B	0.88	D
		Add separate westbound right turn lane. Principal				
88	Newland Street @ Yorktown Avenue	Restripe westbound right turn lane to a second westbound through lane.	0.59	A	0.69	C
98	Brookhurst Street @ Adams Avenue	Secondary	0.74	C	0.91	E
		Add 4th northbound through lane.				
		Add separate northbound right turn lane.				
		Add 4th southbound through lane.				
		Add 4th eastbound through lane.				
		Add 4th westbound through lane.				
		Allow northbound right turn overlap.				
126	Goldenwest Street @ Pacific Coast Highway	Allow westbound right turn overlap. Principal	0.74	C	0.91	E
		Add 2nd eastbound left turn lane.				
		Allow southbound right turn overlap. Principal				
		Add 2nd eastbound left turn lane.				
138	Brookhurst Street @ Pacific Coast Highway	Add 2nd eastbound left turn lane.	0.66	B	0.96	E
		Allow southbound right turn overlap. Principal				

Source: Austin-Foust Associates 2012



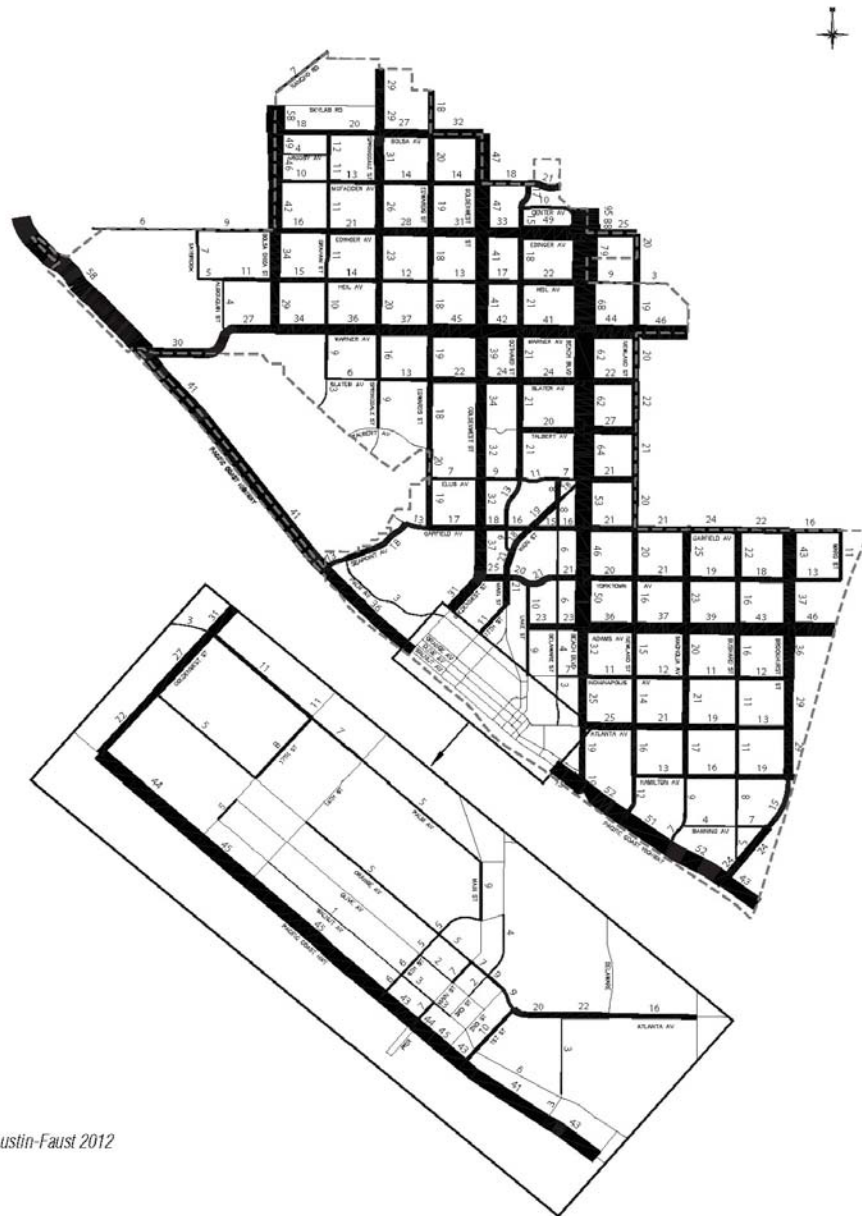
4.0 Environmental Impact Analysis

Except for the ~~three~~^{four} 'Critical Intersections,' the proposed Circulation Plan, with the recommended long range capacity enhancements identified in the traffic study, will achieve the updated system performance standards throughout the City's transportation network. At the Critical Intersections, achieving the level of service standard is recognized as infeasible due to practical limitations; therefore, higher than normal levels of congestion are considered acceptable at those locations. The updated Circulation Element, therefore, would generally result in beneficial impacts involving the carrying capacity of the City's roadway network. [Exhibit 4.8-5 \(Year 2030 Daily Traffic Volumes\) identifies average daily traffic volumes under the proposed Circulation Element.](#)

Roadway Classification Upgrades, Downgrades, and Deletions

The updated Circulation Element proposes a variety of changes to the existing Circulation Plan and the MPAH, as listed in Table 4.8-11 (Changes to Circulation Plan) and as shown in Exhibit 3-3 (Proposed Circulation Plan). These changes are based on the 2030 traffic forecasts and are meant to more efficiently carry the projected traffic volumes. On some roadway segments where the 2030 traffic forecast resulted in a reduced volume from previous forecasts, the functional classifications have been downgraded to correspond more closely to the projected level of traffic. Conversely, where traffic volumes are anticipated to be higher than previously estimated, classifications are to be upgraded accordingly. Finally, some future roadway connections that are identified on the current Circulation Plan are to be deleted from the plan, primarily due to right-of-way obstacles or insufficient traffic demand shown in the 2030 forecasts (see Exhibit 3-3 for illustrations of all proposed Circulation Plan changes).





Source: Austin-Faust 2012

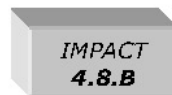


Exhibit 4.8-5
Year 2030 Daily Traffic Volumes
Huntington Beach Circulation Element

NOP Comments Related to Impact 4.8.B

Caltrans Caltrans submitted a letter on August 20, 2009 in response to the circulation of the NOP. Item 7 in their letter indicates that Caltrans does not consider the significance thresholds in the CMP appropriate for facilities under the jurisdiction of the State and recommends early coordination for projects impacting any State facility. Implementation Program CE-25 of the proposed Circulation Element will ensure that the City regularly coordinates with Caltrans and establishes clear objectives for all projects affecting State facilities. Item 9 requests that any potential traffic impacts to State facilities be analyzed using the latest version of the HCM. As discussed above, the traffic study prepared for the Circulation Element update analyzed all intersections under the jurisdiction of the State utilizing the delay methodology outlined in the HCM.

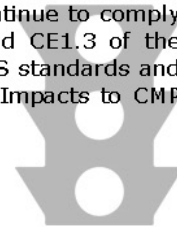
OCTA OCTA commented on MPAH facilities within Huntington Beach. Bullet 1 in their letter is related to the MPAH amendment process. The City understands that any amendment to the MPAH must be approved by OCTA to remain eligible for Measure M2 funds. Implementation Program CE-28 of the proposed Circulation Element describes the City's approach to maintaining MPAH compliance. Bullet 2 identifies errors and clarifications related to MPAH facilities described in the NOP. That information has been corrected and is included in the discussion above (see Table 4.8-6).



The proposed Circulation Plan has been designed to achieve CMP performance standards at all CMP intersections in the planning area. Impacts to the CMP network would be less than significant.

Seven CMP intersections are located within Huntington Beach. Table 4.8-12 (Long-Term LOS for CMP Intersections within Huntington Beach) summarizes the projected peak LOS for each CMP facility located in the City. All CMP segments within the City are subject to a LOS 'E' performance standard per the CMP. The projected LOS listed below includes the recommended capacity enhancements discussed earlier.

The proposed Circulation Plan will not cause or result in any CMP facility within the City to exceed its adopted performance standard. The City will continue to comply with the provisions of the CMP as indicated in Policies CE1.2 and CE1.3 of the proposed Circulation Element. Compliance will include meeting LOS standards and completion of the CMP Monitoring Checklist, as discussed above. Impacts to CMP facilities will be less than significant.



Notice of Availability



**PUBLIC NOTICE
CITY OF HUNTINGTON BEACH
DEPARTMENT OF PLANNING AND BUILDING**

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT NO. 2009-001 FOR THE HUNTINGTON BEACH CIRCULATION ELEMENT UPDATE

Draft Environmental Impact Report No. 2009-001 for the Huntington Beach Circulation Element Update

The City of Huntington Beach has prepared Draft Environmental Impact Report (DEIR) No. 2009-001 for the proposed Huntington Beach Circulation Element Update. The DEIR includes an analysis of potential environmental impacts associated with the Circulation Element Update. An unavoidable significant impact has been identified in regards to the potential removal of residential or business structures and displacement of the occupants as a result of future intersection improvements identified in the Circulation Element Update. The project pertains only to the city's circulation system; therefore, Government Code 65962.5 (Cortese list) is not applicable to the project.

The DEIR will be available for review and comment for forty-five (45) days commencing Thursday, August 2, 2012 and ending Monday, September 17, 2012 at 5:00 p.m. Any person wishing to comment on the DEIR may provide written comments to Ricky Ramos, Senior Planner, City of Huntington Beach, Planning and Building Department, P.O. Box 190, Huntington Beach, CA 92648 by September 17, 2012 at 5:00 p.m. The DEIR is available at:

- 1.) Planning and Building Department, 3rd floor, 2000 Main Street, Huntington Beach, CA 92648;
- 2.) City Clerk, 2nd floor, 2000 Main Street, Huntington Beach, CA 92648;
- 3.) Central Library, 7111 Talbert Avenue, Huntington Beach, CA 92648; and
- 4.) City website at <http://www.surfcity-hb.org/Government/Departments/Planning/Environmentalreports.cfm>

Project Description:

Draft Environmental Impact Report No. 2009-001 analyzes the potential environmental impacts associated with a proposal by the City of Huntington Beach to adopt and implement the General Plan Circulation Element Update. The purpose of the Circulation Element Update is to evaluate the long-term transportation needs of the city and present a comprehensive plan to accommodate those needs. The proposed Circulation Element covers various circulation issues such as regional mobility; roadway circulation; neighborhood traffic management; public transportation; transportation demand management; parking; pedestrian, bicycle, and equestrian paths; waterway facilities; and scenic corridors. The entire Circulation Element is being updated including goals, policies, and objectives pertaining to the issues above and Level of Service standards. The citywide traffic model was also updated. The traffic model identifies year 2030 projected average daily traffic volumes on the City's Arterial Highway Plan including nineteen intersections that will require long-term improvements to accommodate projected traffic volumes. Several roadway segments are proposed for classification change and changes are proposed to the Master Plan of Arterial Highways.

At this time, no date has been set for a public hearing on the project. For further information please contact Ricky Ramos at 714-536-5624.

Distribution

The Notice of Availability (NOA) was distributed to all agencies and persons on the Planning Division's standard notification list. Property owners in proximity to intersections requiring long-term improvements were also notified. The NOA and Notice of Completion (NOC) were sent to the State Clearinghouse for distribution to state agencies.

Notice of Completion

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2009071117

Project Title: General Plan Circulation Element Update

Lead Agency: City of Huntington Beach, Planning and Building Department Contact Person: Ricky Ramos, Senior Planner
 Mailing Address: 2000 Main Street, 3rd Floor Phone: 714-536-5624
 City: Huntington Beach Zip: 92648 County: Orange

Project Location: County: Orange City/Nearest Community: Huntington Beach
 Cross Streets: N/A Zip Code: 92648
 Longitude/Latitude (degrees, minutes and seconds): 33 ° 42 ' 29 " N / 118 ° 00 ' 30 " W Total Acres: 17,472
 Assessor's Parcel No.: N/A Section: N/A Twp.: 5 S Range: 11 W Base: SBBM
 Within 2 Miles: State Hwy #: 1, 22, & 39 Waterways: Santa Ana River, Other Tributaries
 Airports: None Railways: Union Pacific Schools: Multiple

Document Type:

CEQA: ☐ NOP ☒ Draft EIR NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) ☐ Draft EIS ☐ Other: ☐
☐ Mit Neg Dec Other: ☐ FONSI

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☒ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other: ☐

Development Type:

☐ Residential: Units _____ Acres _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____
☐ Educational: _____
☐ Recreational: _____
☐ Water Facilities: Type _____ MGD _____
☐ Transportation: Type _____
☐ Mining: Mineral _____
☐ Power: Type _____ MW
☐ Waste Treatment: Type _____ MGD
☐ Hazardous Waste: Type _____
☐ Other: _____

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☐ Recreation/Parks ☐ Vegetation
☐ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☐ Water Quality
☒ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☒ Archeological/Historical ☐ Geologic/Seismic ☐ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☒ Coastal Zone ☒ Noise ☐ Solid Waste ☐ Land Use
☐ Drainage/Absorption ☐ Population/Housing Balance ☐ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☐ Other: _____

Present Land Use/Zoning/General Plan Designation:

N/A

Project Description: (please use a separate page if necessary)

The project is the update of the Huntington Beach General Plan Circulation Element. The proposed Circulation Element is designed to achieve an efficient surface transportation system that will accommodate increasing traffic volumes projected over the next 20 to 25 years in order to achieve desired performance at intersections throughout the city. The Circulation Element addresses and supports transportation alternatives to the automobile such as bus transit, potential rail corridor options, bicycling, equine, and walking. The Circulation Element also addresses scenic corridors on key roadways throughout the city.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District #12	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB #4,8
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input checked="" type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input checked="" type="checkbox"/> Fish & Game Region #5	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input checked="" type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	
<input type="checkbox"/> Health Services, Department of	Other: _____
<input type="checkbox"/> Housing & Community Development	Other: _____
<input checked="" type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)Starting Date August 2, 2012Ending Date September 17, 2012**Lead Agency (Complete if applicable):**Consulting Firm: Hogle-IrelandApplicant: City of Huntington Beach, Planning and Bldg. Dept.Address: 1500 Iowa Avenue Suite 110Address: 2000 Main Street, 3rd FloorCity/State/Zip: Riverside, California 92507City/State/Zip: Huntington Beach, California 92648Contact: Christopher BrownPhone: 714-536-5624Phone: 951-787-9222Signature of Lead Agency Representative: R. RamusDate: 7/30/12

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

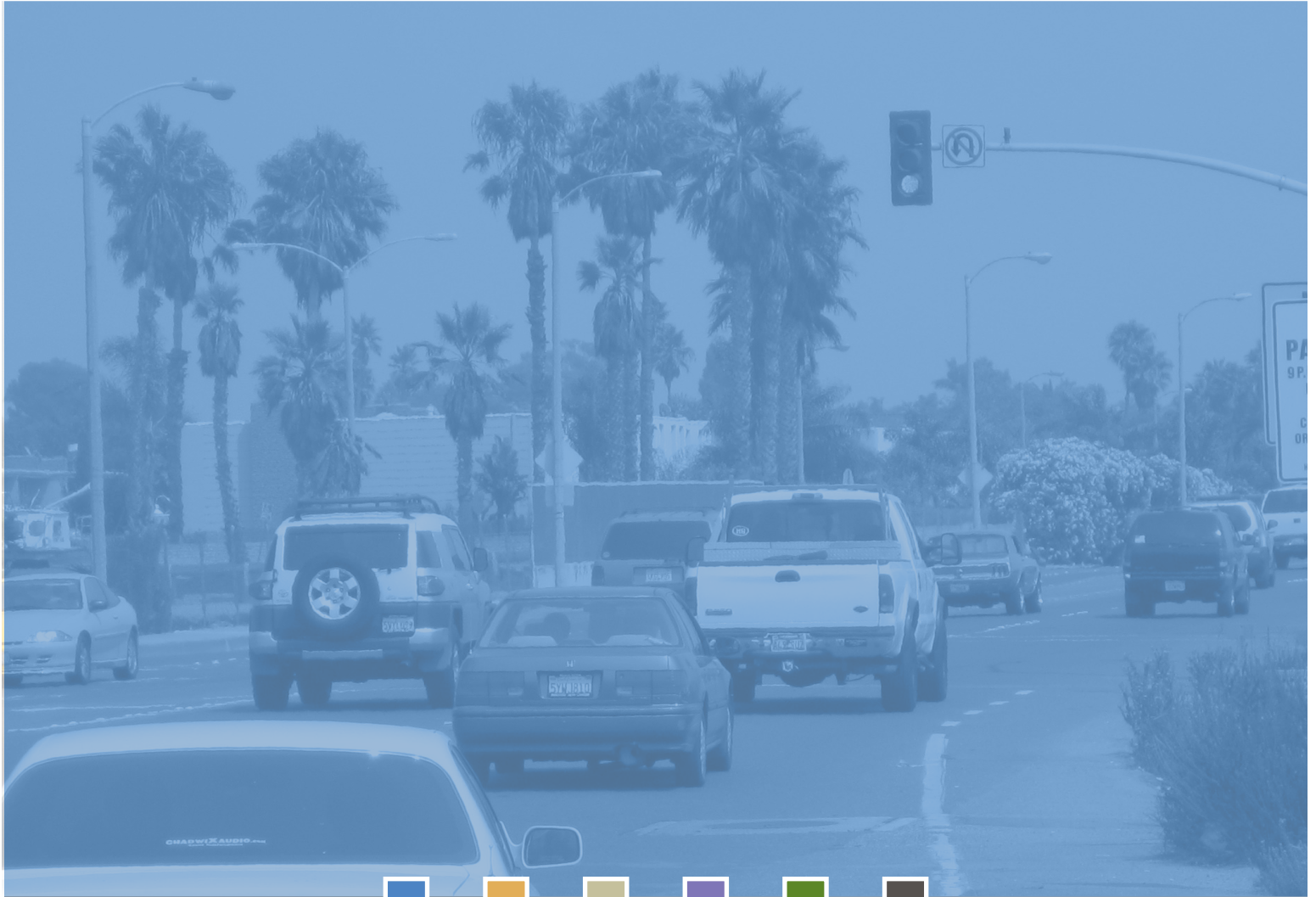
Revised 2010



City of Huntington Beach

Circulation Element Update

Environmental Impact Report



prepared by



Hogle-Ireland
Planning & Development Consulting